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CENTRAL INTELLIGENCE AGENCY

REPORT NO. [REDACTED]

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INFORMATION REPORT

CD NO. [REDACTED]

CONFIDENTIAL

COUNTRY Germany (Russian Zone)

DATE DISTR. 28 November 1950

SUBJECT Warnemuende Rostock Harbor Community
and Harbor Operations

NO. OF PAGES 2

PLACE
ACQUIRED [REDACTED]NO. OF ENCLS.
(LISTED BELOW)DATE OF
INFO. [REDACTED]SUPPLEMENT TO
REPORT NO. [REDACTED]

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THIS IS UNEVALUATED INFORMATION

1. All harbor installations, railroad installations, warehouse, sheds, etc., of Warnemuende and Rostock are united in the Harbor Community. The shipyard does not belong to it. The Harbor Community is a completely independent body and is accountable only to the SCC in Karlshorst. So far as can be determined the leading officials of the Harbor Community are appointed by the Ministry of Food and Agriculture.

2.

[REDACTED] (1) His assistant is harbor master Walters who has served as a sailor on steamers and steam trawlers. Walters also performs the duties of a fishery inspector.

3. The area of the Harbor Community in Warnemuende begins south of the ferry basin and extends as far as the northern end of the turning basin. The ferry berths do not belong to the Harbor Community but are managed by the railroad administration. As in Rostock, the area of the Harbor Community in Warnemuende is closed off by a wooden fence, 2.5 meters high. Close to the shore in the middle of the area, is the office building of the harbor master. North and south of this building is sufficient space for berthing, on each side, three steamers of 3,500 tons deadweight capacity.

4. The water depth alongside the quay is only 6.5 meters as against 7 meters in the navigable channel. The attempts to dredge the depth alongside the quay to 7 meters were made in 1940 but had to be abandoned as the quay wall crumbled below. A depth of 7 meters was dredged on the northern bank of the Warnow Shipyard. (2)

5. Two crane bridges for electric cranes, each with a lifting capacity of 5 tons, were erected on the quay. The bridges are so high that they rise above the roof of the harbor master's building. The tracks for those cranes have already been laid. Three other cranes will be erected later at the turning basin; however, it is not yet known whether they will be installed at the Warnow Shipyard or on the northern end of the turning basin. Two tracks for freight trains are laid alongside the quay; another new track will be laid on the middle pier. (3)

6. In September 1949 an average of three vessels per day were loading cargo in the harbor. These were mostly schooners with about 300 tons deadweight capacity. The amount of cargo handled daily was about 80 fathoms (sic) of pit props and 300 tons of briquettes. The pit props were loaded by means of the ship's own loading

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No Change in Class.

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Class. Changed To: TS

Auth.: HR 70-2

Date: 7-7-78

Release 2003/08/11 : CIA-RDP82-00457R006400220001-0

This document is hereby regraded to CONFIDENTIAL in accordance with the letter of 16 October 1978 from the Director of Central Intelligence to the Archivist of the United States.

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equipment, the briquettes were carried aboard on wheelbarrows over gangways. It takes 24 hours to load a 200-ton vessel with briquettes. (4)

7. The DERUTRA has rented all harbor installations from the Harbor Community. All stevedores and crane drivers are on the DERUTRA payroll, all the receipts for harbor dues etc., are also issued by the DERUTRA. Germans are only employed in subordinate posts. (5)
8. Tugs are not available in Warnemuende. If needed, they must be asked for from the Ludwig repair yard in Rostock. A sub-section of the "Bergungs und Taucher-gesellschaft" (Salvagers and Divers Corporation) is in the Union Hotel in Warnemuende. The management is in Stralsund, to which several offices will be transferred from Schwerin. A diver with his own barge and complete outfit is stationed in front of the Bechlin Cafe on the western side of the fishing harbor. All minor work for the DERUTRA is done by him.
9. Up to January 1950 65 to 70 cutters of the Seiner-type and the D-type had been built by the Warnow and the Rhode shipyards. About 17 to 20 of these vessels which were 16.75 meters long, were transferred to Stralsund, the others to Koenigsberg, Memel, Libau and Reval. Only three cutters are operated by fishermen in Warnemuende. The boats have been a success. (6)
10. Since August 1949 the area between the former Arado Works and the Warnow Shipyard has been leveled. The buildings destroyed will be reconstructed.

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Comments.

- (1) [REDACTED]
- (2) The statements on the water depths are important. They indicate that deeper dredging is not possible without causing the walls to crumble. Thus if the present report is correct, all reports speaking of considerable increases in depth are wrong. The maximum water depth in the Warnow is 7 meters.
- (3) The recent erection of cranes for Warnemuende was necessary as there were no cranes at all up until that time. Regular loading and discharging operations will be possible only after the shunting tracks have been extended.
- (4) The statements on the shipments are another indication that one cannot possibly speak of a regular turnover.
- (5) The dominant position of the DERUTRA proves that all harbor business is under the control of the Soviets.
- (6) The figures show that the construction of new cutters is only a disguised form of reparations since only a tiny number of the vessels benefit the German economy. It has not yet been stated definitely whether, after being sent to Soviet harbors, these cutters will be employed in fishing or be committed to naval duties.

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